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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT 1. Photographs of Soviet Merchant Vessels

DATE DISTR.

7 July 1960

2. Soviet Maritime Activities

NO. PAGES

1

REFERENCES RD

DATE OF INFO.

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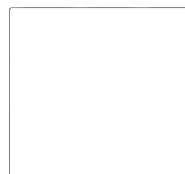
SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. four photographs of Soviet ~~1 AUG 1960~~ <sup>1 AUG 1960</sup>

merchant vessels

When separated

from this report, the photographs are classified CONFIDENTIAL.



Vessel

8 AUG 1960

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Cargo vessel NAGAYEVO

Cargo vessel DALNYY

Fish factory trawler LESKOV, RRT-400

Fishing tender SOVETSKAYA LITVA

2. A five-page report on Soviet maritime activities

in the Baltic Sea, the Northern Sea Route, the Black

Sea, the Caspian Sea, and the Far East

from which copies may be obtained. Information includes port activities, ship movements, cargoes carried, new vessels, and the use of telephotography in reporting ice conditions in the Arctic.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

COUNTRY USSR

REPORT

SUBJECT Report on Soviet Maritime Activities

DATE OF REPORT 20 May 1960

NO. OF PAGES 5

REFERENCES

DATE OF INFO.  
PLACE &  
DATE ACC

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. NOTE FOREGOING EXPLANATION.

The following miscellaneous Soviet maritime activities have been reported

The Baltic SeaThe Oil Harbor in Klaipeda

1. Complaints were registered by the Latvian tanker fleet's vessels about the administration of the Klaipeda oil harbor which was put into operation in late 1959. Although the modern technical equipment which has been installed in the harbor can deliver 800 tons of oil per hour to tankers, the vessels are delayed several hours both before and after the loading because of a manpower shortage, slow service, etc. Also occasionally diesel oil has been mixed with water or fuel oil.
2. During 1959 the Latvian tanker fleet mainly operated in the Black sea, but in 1960 the vessels began taking on oil in Klaipeda. The oil products were exported mainly to East Germany by the tankers ARTEM, BALTA, ESSENTUKHI, KOKAND, and VENTSPILS.
3. The tankers ARTEM, BALTA, KOKAND, and VENTSPILS, which were of the LOKBATAN class and had a gross tonnage of 3,330 tons, made approximately 30 trips with oil products from Klaipeda to East Germany. The ESSENTUKHI was of the improved Leningrad class and had a gross tonnage of 7,949 tons. CONFIDENTIAL.

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D/E KOOPERATSIYA

4. The KOOPERATSIYA on a trip [redacted] was met by the icebreaker KAPITAN BELOUSOV and escorted through the Irben Strait where ice conditions were more difficult than in other years. The KOOPERATSIYA arrived at Riga late in the evening [redacted]

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M/S FELIKS DZERZHINSKIY

5. The FELIKS DZERZHINSKIY departed from Ventspils for the Black Sea with tourists [redacted]

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New Vessels

6. The fishing tender S/S SOVETSKAYA LITVA was delivered to the Soviet fishing fleet by Stocznia Gdanska (Gdansk /Danzig/ Shipyard). The vessel's dimensions were: Overall length 155.14 meters, length between perpendiculars 142 meters, maximum width 20 meters, and construction draft 8.2 meters. Gross tonnage was 11,540 tons and net tonnage 4,590 tons. The poop was constructed as a helicopter deck. The vessel had two 2,500-HP steam engines with exhaust steam turbines which gave the vessel a service speed of 12 knots. The vessel could remain at sea for 60 days. The crew consisted of 261 men. The vessel was equipped with a radio direction finder and a NEPTUNE navigational radar. [redacted]

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7. The factory trawler RRT-400 LESKOV was delivered to the Soviet Union by Stocznia Gdanska. The trawler was the first of a series of trawlers under construction at Soviet expense, and its dimensions were: Overall length 85 meters, length between perpendiculars 75 meters, maximum width 13.8 meters, and construction draft 5.4 meters. Gross tonnage was 2,600 tons and net tonnage 1,190 tons. The engine was a 2,000-HP Sulzer diesel engine which gave the vessel a service speed of 12.5 knots. The crew consisted of 116 men, and the vessel could remain at sea for 80 days. The navigational equipment included a radio direction finder and a NEPTUNE radar. [redacted]

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The Northern Sea-Route

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Telephotography in the Ice Reporting Service

8. The greatest danger to navigation in the Arctic Ocean is rapidly changing ice conditions. As of 1960, the Soviets tried to cope with this danger by carrying on ice reconnaissance with aircraft whose reports were supplemented by reports from Arctic stations and vessels. These visual observations were reported in text. The Soviets began using telephotography in 1958, as this has the advantages of greater accuracy and speedy service. [redacted]

For further information, refer to an article in the Soviet English-language periodical, Soviet Union, which shows the ice reporting service's use of telephotography in text and pictures. 50X1-HUM

The Black Sea

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Soviet Aid to Foreign Countries

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10.

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12. Exhibitions: Soviet exhibitions were scheduled to open in the near future. M/S FRYAZINO took on exhibition goods in Odessa. M/S FLORESHTY, M/S FARAB, and M/S FALESHTY shipped exhibition goods.

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The Caspian Sea

13. The shallow-draft vessels were to begin service early in April.

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T/S KOMINTERN

14. The KOMINTERN was scheduled to depart on 30 March from Baku for Astrakhan.

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T/S INZHENER P. MATVEYEV

15. The INZHENER P. MATVEYEV departed on 25 February from Krasnovodsk for Makhachkala.

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The Far East

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Repairs

16. The vessels M/S NORILSK, M/T NOVINSK, M/S KLARA TSETKIN, S/S TSIOLKOVSKIY, and M/T VAYYAN KUTYURYE were under repair at the shipyard in Vladivostok in March 1960.

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Shipwrecks

17. Poor charts of northern Far East waters were criticized. These charts were responsible for the loss of the D/E KRASNOGVARDEYETS in the Gulf of Anadyr. The D/E KRASNOGVARDEYETS, a refrigerator vessel with a gross tonnage of 5,217 tons, was built in Leningrad in 1958.

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New Vessels

18. The new vessels M/S DALNYY and M/S NAGAYEVO, both of the ANDIZHAN class with a gross tonnage of 3,359 tons, were delivered to the Soviet Far Eastern Shipping Company in Vladivostok by the Neptune Shipyard in Rostock, East Germany. Each vessel was equipped with a NEPTUNE navigational radar.

Hydrographic VesselsH/V MIKHAIL LOMONOSOV

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19. The hydrographic vessel MIKHAIL LOMONOSOV completed research in the Atlantic Ocean and proceeded toward the Baltic Sea.

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The MIKHAIL LOMONOSOV passed Gedser Rev lightship northeast-bound  
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Ice-Floe Stations

NORTHPOLE-8

22. The NORTHPOLE-8 station was about to conclude its work in the Arctic Ocean. A new team of scientists was to continue the work on a new ice-floe station, NORTHPOLE-9, which was to be established at point N 80, E 150. 50X1-HUM

Review of Soviet Maritime Activities in the First Quarter of 1960

23. Fewer new vessels were added to the Soviet merchant fleet in the first quarter of 1960 than in the fourth quarter of 1959. As usual, the Soviet Union built tankers and special vessels, while dry-cargo vessels were delivered mainly by East Germany.

24. The traffic in Soviet Baltic Sea harbors was hampered by ice during the first quarter of 1960, resulting in long waiting periods for vessels in the few ice-free harbors.

25. The shipping of iron piping [ ] to Klaipeda and Ventspils increased considerably.

26. The following table shows the number of new merchant vessels in the Soviet merchant fleet in the first quarter of 1960:

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New Vessels in the Soviet Merchant Fleet  
in the First Quarter of 1960

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Building Country	Dry Cargo		Tankers		Special		Total No.	GRT	Percentages	
	No.	GRT	No.	GRT	No.	GRT			No.	GRT
Poland			3	16,404	3	16,404	17.7	28.9		
USSR		1	8,229	4	5,326	5	13,555	29.4	23.9	
East Germany	3	12,346			3	1,686	6	14,032	35.2	24.7
Total	6	25,086	1	8,229	10	23,416	17	56,731		
	(9)	(35,525)	(2)	(5,125)	(11)	(32,749)	(22)	(73,399)		

No. and GRT in  
percent 35.3 44.2 5.9 14.5 58.8 41.3  
(40.9)(48.4)(9.1) (7.0)(50.0) (44.6)

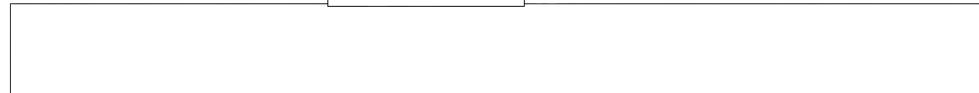
The heading "Special" includes fishing tenders, tugboats, salvage  
vessels, and floating workshops. The figures in parentheses are  
the corresponding figures from the fourth quarter of 1959.

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CARGO VESSEL NAGAYEVO

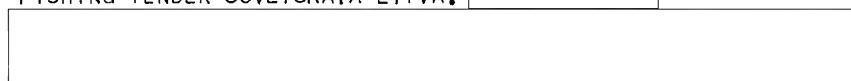


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FISHING TENDER SOVETSKAYA LITVA. 



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CARGO VESSEL DALNYY.

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FISH FACTORY TRAWLER LESKOV,

